



Safety Sense

March 2015

FY15—6th Edition

Distracted Driving

One of the most frightening statistics for the 17-24 year old age group is that the number one killer is accidents. Distracted driving, alcohol abuse and high risk behaviors are amongst the highest causes of casualties in that group. But they are not the only ones at risk. Recently in a candid discussion with many National Guard leaders, represented by all age groups, when asked has anyone in the room sent or read a text message while driving in the previous thirty days, the number of hands that went up was staggering. And those were the ones that were honest. If we were all that honest with ourselves, and then decided to take action to correct that, how much safer would the roads be.

Another risk that is always an issue is driving under the influence. Most of the time we infer the influence is alcohol, but that is definitely not the only substance that can impair our ability to drive. Illicit drugs can cause impaired judgment, slowed reaction times and hallucinations. Any of these can cause a tremendous hazard on the road. But what about over the counter medications? Many cold and flu remedies recommend that you do not operate a vehicle until you know how this medication will affect you. Some cause you to become sleepy and lethargic; others may cause you to become anxious and jittery. Either of

the conditions are a hazard for yourself, occupants of your car and others on the road.

For those who choose to ride motorcycles, you place yourself in a risk just by being on two wheels, with no impact protection other than what you are wearing. A motorcycle is more difficult to see, has less stability and virtually none of the safety devices currently incorporated into cars, trucks and SUVs made today: airbags, seatbelts, impact zones or ABS (Anti-lock Brakes System, although many motorcycle produced today offer ABS). Those risks you assume right away just by swinging your leg over. But then, all too often, riders begin at risk behaviors: speeding, racing, darting in and out of traffic, riding without the protective equipment that is available (helmet, gloves, leathers, boots) and then adding alcohol. Many riders have done this for years or even decades. And the theory is, I have not had a problem yet. The problem is, either you will get caught or your bad habits rub off on younger more impressionable riders.

Many of us enjoy our off duty hours performing other at risk behaviors: mountain climbing/repelling, skydiving, hunting or recreational shooting and mountain biking. All of these activities come with a risk. You are the responsible one to minimize the risks by perform risk management for the activity. In



fact all the activities we enjoy should be started with a mental risk management program. Take a look at the activity, consider the potential risks and the likely outcome, decide how to minimize the risk and implement it. If the risk can't be minimized, can it be avoided? Then evaluate the risk(s) again as you continue.

Leaders and supervisors need to take a few minutes with each Soldier to discuss the hazards that are looming, both on duty and off/non-duty. All Soldiers need to know that their NCO's and Officers do care and that each Soldier is a key component of the SDARNG. While a hole in the formation can be filled, it will not be the same and the families, friends, brothers and sisters of the SDARNG look forward to that Soldier being there, be it just for drill or as full time. Every Soldier matters, and the loss of even one, no matter why, is one too many.

SDARNG SOHO**Personnel:****MAJ Lori Starr**

OHN

605-737-6713

lori.l.starr.mil@mail.mil

CW5 Lonny Hofer

SOHM/SSO

605-737-6703

lonald.e.hofer.mil@mail.mil

WO1 Jason Bestgen

IH Tech

605-737-6620

jason.c.bestgen.mil@mail.mil

SFC Brian Gessner

State Safety NCO

brian.p.gessner.mil@mail.mil

SGT Don Gibbs

Safety Tech/Safety NCO

605-737-6501

donald.d.gibbs2.mil@mail.mil

Office Fax

605-737-6989



Safe boater course

The South Dakota Game Fish and Parks will be offering the Course on Responsible Boating, free of charge. This class will include general information about boats and maintenance, tips on how to be a safe, courteous boat operator and discussion on laws and regulations. New and potential boat owners are encouraged to attend. Even experienced boaters may wish to attend just to refresh their knowledge and learn new skills. Upon completion of the course, participants will receive a SD Boating Basics Certification and a possible

reduction on boat insurance.

The course will be held in Rapid City on March 25 And 26 from 6 to 9 pm each day at the SDGF&P, Outdoor Campus-West, 4130 Adventure Trail, Rapid City, SD 57702, or call at (605) 394-2310.

You can also email: (tocwest@state.sd.us)

You can also visit the SDGF&P at www.outdoorcampus.org or check them out on

Facebook: Outdoorcampuswest and on Twitter: outdrcampuswest

Participants must

attend both sessions and the course is approved by the National Association of State Boating Law Administrators and the United States Coast Guard.

Check out the SDGF&P website to learn about other classes offered to the whole family, many of which are free.

You can also learn about classes offered in Sioux Falls, SD by going to the SDGF&P website.

Incident reporting and everyone's role in it

Accident reporting procedures are in place for one specific reason: your safety. As a reminder for all Soldiers, but especially for supervisors, NCOs and Officers, in accordance with SD Pam 385-40, Pre-Accident Plan, notification of the Chain of Command of any injury or damage to property must take place nearly immediately. However, a SD Form 3, Initial Incident Notification must be completed and forwarded to the Joint Operations Center (JOC) within 4 hours of the incident. The JOC will notify all the appropriate levels.

After the initial notification of an accident is made, many inquiries, investigations and reports are generated. FLIPL, Collateral and Safety are three of the main reports required. While the FLIPL and Collateral may be looking for responsible parties and restitution, the Safety Report serves one major goal: preventing like circumstances from occurring again.

The Safety Investigation is required to be performed separately from other investigations. Its sole focus is to find out “why” an incident oc-

curred. And “why” is continued to be asked until the root of the cause is determined. Many times it is overconfidence in an individual’s abilities and the service members just went too far, while other occurrences are determined to be material failure, lack of training, inadequate guidance and failure of command to properly enforce regulations or provide appropriate resources.

The outcome of the Safety investigations is forwarded to commands for action as well as to the National Guard Bureau and the Army Safety Center for review and action if so indicated.

Soldiers need to do their part though. First off, if you see a hazardous condition, mitigate it or identify it for others to be aware of and notify the appropriate personnel to correct it. If a service member gets injured, no matter how insignificant, report it to the chain of command immediately. All too often a minor injury is more serious than initially thought or leads to associated complications. Any damage to equipment needs to be reported as well.

Readiness and command level

personnel are generally aware of what needs to be reported or they are usually aware of the reporting process. Even if an injury or damage is not reportable by Army standards, the unit still needs to look at it and determine how to prevent it from occurring again. If the problem is systemic, then it should be reported to allow other units to be aware and prevent a similar occurrence. Near miss/Close calls need to be reported as well. Go to the Safety and Occupational Health Intranet site and a link to that report is on the top left.

Accident reporting may seem like “just another check on the box” when an accident happens, but if you value those around you, those that work for you and those whom you work for, accident reporting leads to accident prevention. Accident prevention increases unit readiness, reduces costs and increases longevity of Soldiers’ lives.



No matter what you riding, ride with confidence. Get trained for free.

Motorcycle riders are itching to get back out on the road after a long winter. If you are a rider and want to refresh your skills, sign up for a motorcycle safety course through the South Dakota Safety Council, Motorcycle Training. Basic Rider Courses are for new to the novice or the eager to learn. It consists of 15 hours of training; 3 in the class room and the remainder on the course. You'll learn to walk the bike, ride the bike, shifting, braking and turns. It may sound basic, and that's because it is. Once completed, the participants can take their certificate to the DMV and have a motorcycle endorsement placed on their driver's license. You may also see a discount from your insurance company once you show them the certificate. For this course the participants provide a pen/pencil, DOT approved helmet, long sleeved shirt/jacket, sturdy pants (jeans), boots that cover the ankle and full fingered, leather palm gloves. The bike is provided by the course and the course registration fee is refunded after completion.

The Experienced Rider Course is for riders who have their own bike, have been through the basic rider course or have significant experience on motorcycles. Bring your bike and your gear (PPE listed above) and run through a course meant to help you merge with your bike to become a smooth operating team. The course is good for anytime you have been away from the road for while, however as a Soldier Rider, the course fees will be refunded to you once every three years.

How does this work? Glad you asked that! Register online with the South Dakota Safety Council, Motorcycle Training (www.southdakotasafetycouncil.org). Choose the course you wish to attend and sign up. You will have to pay up front at the time of registration (Basic Rider Course \$75.00 and Experienced Rider \$65.00), however, once you complete the course and verify your standing in the SDARNG and the SDARNG Safety Office receives a copy of the completion card The South Dakota State Safety Council will refund your registration fees and the SOHO will pay for the training. It's a win, win situation. You receive free training and the Guard gets a safe rider.

For further details contact SGT Don Gibbs or CW5 Lonny Hofer at the State Safety Office, Camp Rapid. Start shopping for classes now, but if you don't see one that fits your needs, check back periodically as new classes will be scheduled or call the SD State Safety Council. If you have a group that needs a specific class, they may be able to accommodate your needs.